

# 2010 APPLICATION CRITERIA

Presented by the Maryland Chiefs of Police Association, the Maryland Sheriff's Association, and the Maryland Highway Safety Office







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# **Maryland Law Enforcement Challenge**

# What is the Maryland Law Enforcement Challenge?

The Maryland LEC promotes competition among Maryland law enforcement agencies (LEAs), while recognizing and honoring those LEAs excelling in traffic safety enforcement. The program is coordinated in conjunction with the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriff's Association (MSA), and the Maryland Highway Safety Office (MHSO) and is closely related to the National Law Enforcement Challenge sponsored by the International Association of Chiefs of Police (IACP).

The main areas included in a Maryland LEC submission are efforts to enforce the State's occupant protection laws (including adult safety belt use and child passenger safety), impaired driving prevention, and aggressive driving prevention.

#### **Occupant Protection**



**Click It or Ticket** is a national seat belt enforcement mobilization campaign designed to increase seat belt use and reduce highway fatalities and injuries. In 2009, Maryland achieved an all time high observed seat belt use rate among adult front seat drivers and passengers of more than 94 percent. Nighttime enforcement is a key for the 2010 campaign and experience has shown that campaigns that incorporate high visibility enforcement efforts can substantially increase safety belt use rates in a very short period of time, thereby dramatically reducing traffic related injuries and fatalities.

#### **Impaired Driving Prevention**

**Drunk Driving. Over the Limit. Under Arrest.** is a year-round national campaign that promotes high levels of law enforcement participation during the Labor Day and December crackdowns. These campaigns include sustained high-visibility enforcement throughout the year, especially during high-risk times, by using sobriety checkpoints, as well as saturation patrols, signage, and other activities that would be highly visible to the driving public.



Maryland also participates in the regional *Checkpoint Strikeforce* effort, an intensive law enforcement mobilization to get impaired drivers off of our roads. Using checkpoints and patrols when and where drunk driving is most likely to occur, this effort combines high visibility checkpoints and paid advertising to create awareness of enforcement and educate the public about dangers and consequences of drunk driving.



#### **Aggressive Driving Prevention**



Designed specifically to reduce aggressive driving, *Smooth Operator* is a unique partnership of law enforcement, public safety officials and other experts in the District of Columbia, Maryland, Pennsylvania and Virginia. Aggressive driving behaviors may contribute to more than 1,000 deaths a year to the four-jurisdiction region in which Smooth Operator is conducted, with excessive speed contributing to many statewide crashes.

#### Additional Traffic Safety Emphasis Areas

LEAs participating in the Maryland Law Enforcement Challenge are strongly encouraged to provide information regarding enforcement efforts which promote a comprehensive traffic safety plan, such as motorcycle safety, younger/older driver safety, pedestrian/bicyclist safety, and innovative programs or technologies.







# Why Does Maryland have a Law Enforcement Challenge?

In addition to promoting competition among LEAs, this program is an effective outlet to communicate overall highway safety objectives and to help focus LEAs on the issues facing Maryland motorists. Maryland proudly supports its statewide law enforcement partners and the Maryland Chiefs of Police Association, the Maryland Sheriff's Association, and the Maryland Highway Safety Office (MHSO) believe the Maryland Law Enforcement Challenge is vital to maintaining effective traffic enforcement.

Maryland continually focuses a traffic safety approach based on the "4 E's" - *Enforcement, Education, Engineering* and *Emergency Medical Services (EMS)*. Without effective enforcement, this approach to reducing traffic crashes would be virtually ineffective.

The bottom line is that highly visible enforcement of Maryland's traffic laws is the primary component to making Maryland's roads safer.

# **Completing a Challenge Application**

Agencies choosing to participate should submit a bound or binder application (not to exceed 1.5" inch thick). The application should document the agency's overall traffic safety efforts in the categories of polices and guidelines, training of officers, public information and education, enforcement activities, and effectiveness of efforts. Completion of a Maryland LEC will also pave the way for a submission to the national IACP competition and all LEAs are encouraged to compete in the national competition.

## **Statewide Goals**

Maryland has numerous goals in regard to overall traffic safety and the Law Enforcement Challenge, which plays a vital role in achieving those benchmarks. Those goals are:

- To raise public awareness of the lifesaving, injury-reducing, and cost-saving benefits of effective traffic safety programs.
- To gain participation by all Maryland law enforcement agencies.
- To increase overall enforcement of Maryland's traffic laws.
- To integrate occupant protection, impaired driving prevention, and aggressive driving prevention enforcement activities into daily traffic enforcement programs.
- To achieve a <u>95 %</u> seat belt usage rate statewide by the end of 2010.
- To greatly reduce the number of speed- and aggressive driving-related crashes and to increase related enforcement activities.
- To decrease the number of alcohol-related crashes and to increase the number of impaired driving arrests.
- To encourage the development of innovative traffic safety programs.

# **Campaign Timeframe**

The Maryland Law Enforcement Challenge Program <u>may</u> include traffic safety activities conducted from **January 1**, **2010 through December 31**, **2010.** Specific dates of interest pertaining to the program will be as follows:

- (1) <u>Enroll online by Friday, April 16, 2010</u> http://stko.maryland.gov/Enforcement/MarylandLEC/tabid/122/Default.aspx
- (2) Submissions due to Tim Richards at the MHSO no later than April 1, 2011
- (3) Judging to occur the week of April 4, 2011
- (4) Recognition luncheon to occur in May 2011

# **Categories**

## **Group A – Municipal Agencies & Sheriff's Offices**

Number of Sworn Personnel:

- 1. 1-10 Officers
- 2. 11-15 Officers
- 3. 41-50 Officers
- 4. 51-70 Officers
- 5. 71-100 Officers
- 6. 101-250 Officers
- 7. 501 or more Officers

**Group B – Maryland State Police** 

**Group C – Federal, State and University Police Agencies** 

**Group D – Police Agencies** <u>without</u> Law Enforcement Responsibilities



# **National Challenge**

Categories in the National IACP Challenge differ from those in the Maryland Law Enforcement Challenge. To see the National Challenge categories, go to:

www.theiacp.org/NLEC

# **Scoring a Submission**

Upon receipt of all submissions, a panel of judges comprised of current and former law enforcement personnel from across the State will evaluate each submission. The judges will then score each agency based upon his or her perception that the criteria have been fulfilled. Points awarded will be at the judge's discretion per quidelines presented prior to judging.

Scoring in the 2010 LEC will be based upon a maximum of 250 points, with the potential that an agency may also receive up to 25 points as a bonus for implementing or exhibiting enforcement or education efforts in additional traffic safety areas, as described in this document (see Comprehensive Traffic Safety Programs).



Judges are provided with specific guidance on how to best score a submission based on quality of the content provided by each participating LEA. Each entrant in a category is evaluated by the same team of judges to ensure that a consistent application of the criteria in achieved. Feedback for each submission is recorded and the judges' comment sheets are provided to LEC participants as a means to improve future submissions.

When completing the application, it is important to read the criteria and make sure that information pertaining to all sections is provided. Incomplete applications are heavily penalized and, when guidance or clarification is required, participating agencies are encouraged to direct questions to their local Community Traffic Safety Program (CTSP) Coordinators or to the Maryland Highway Safety Office. A full list of CTSP Coordinators is provided as **Addendum 1** at the end of this document.

# **Required Reporting Periods**

Participating agencies must include and report on activities conducted during these periods:

	Enforcement Initiative	Required Enforcement Periods		
Occupant Protection	THE WILLIAM	May 1 – May 31, 2010  May 28 – May 31, 2010 (Nighttime enforcement - Memorial Day Weekend)  November 14 – November 29, 2010		
Aggressive Driving Prevention	SMOOTH OPERATOR We're Tough on Aggressive Drivers!	June 6 – June 12, 2010  July 4 – July 10, 2010  August 1 – August 7, 2010  September 5 – September 18, 2010 (two weeks)		
Impaired Driving Prevention	DRUNK DRIVING DRUNK DRIVING DRUNK DRIVING DRUNK DRIVING DRUNK DRIVING DRUNK DRIVING STRIKEFORCE	August 20 – Dec 31, 2010 (Specific reporting periods, as already required)		
Additional Periods	To achieve Maryland's highway safety goals, and to strengthen the quality of the submission, an agency is strongly encouraged to conduct supplemental activities during "Additional Recommended Awareness Periods."  Refer to the NHTSA Communications Calendar (provided as Addendum 2 at the end of this document) for additional enforcement periods and public awareness initiatives.			

NOTE: A large portion of the judging criteria will be based on enforcement and education activities during the required mobilization periods. It is important to track efforts specifically during these periods, but an agency should be prepared to provide citations and arrests, as well as overall effort levels, for the entire year.

## **Criteria**

The criteria presented on the following pages will be used to evaluate each agency's level of participation in the Maryland LEC Program. A description of required activities, as well as a maximum number of points attainable by fulfilling the requirements of each category, is provided below.

#### Policy & Guidelines

**Maximum 10 Points** 

Applicants must provide a copy of an agency's policies or guidelines for safety belt use within an agency, as well as enforcement policies and guidelines for safety belt use, impaired driving, and speed. Please include the <u>actual copy</u> as judges will need to see the date it became effective, as well as other critical information.

- Include only the pages with the applicable policy, not the entire policy book;
- If your agency has no policy, provide a brief statement saying so;
- Enforcement policies are clear directives emphasizing the importance of impaired driving, speeding, seat belt and child safety seat enforcement for your department;



- 1. Enforcement guidelines should be specific one for each –Impaired Driving/Speeding/Seat Belts & Child Seat enforcement;
- 2. Guidelines may be part of a policy/procedure statement; agency goals & objectives; operational plans; or internal memorandum;
- 3. The policies should be directed to ALL agency members, not just a traffic unit;
- 4. Neither a copy of the state law nor a memorandum "recommending" belt use or enforcement of the target areas is considered a policy; and
- 5. Do not include operational plans or process procedures (DUI checkpoints) unless necessary for the application.

#### Traffic Safety Training

**Maximum 20 Points** 

Outline the training conducted/received during the year in each of the following areas:

- occupant protection;
- impaired driving prevention;
- speed enforcement; and,
- other overall comprehensive traffic safety training.

Provide a narrative about the training your agency conducted/received during the past year. Include the percentage of officers trained in each category. Also include other recent training over the past few years that still may be applicable today (child passenger safety technicians, crash reconstructionists, etc.) <u>Do not include basic academy training or FTO training</u>. Be sure to provide any pertinent supporting documentation to verify that officers received the stated training.

The following is a list of <u>some</u> of the training available for this section:

#### Occupant Protection

- o 32 hour NHTSA Standardized Child Passenger Safety (CPS) Technician training;
- CPS Update training programs;
- Moving Kids Safely in Child Care Two-Day CPS course;
- o Making The Complete Traffic Stop course; and
- o Related NHTSA Regional and/or national summits and conferences.

#### Impaired Driving

- o DUI College;
- PBT (Certification or refresher training);
- SFST training (and/or refresher training);
- Drug Recognition Expert (Certification and/or re-certification) training;
- Checkpoint Manager training;
- Detecting Drug Impaired Drivers training;
- Intoximeter Operator (Certification and/or re-certification) training;
- Controlled Dispersal training;
- Law Enforcement & Prosecutor's court preparation training;
- o Catch 'Em if You Can; and
- o Related NHTSA Regional and/or national summits and conferences.

#### Aggressive Driving

- RADAR training;
- LIDAR training;
- VASCAR training;
- o Crash Reconstruction training (Basic/On-scene, Advanced Collision, or Crash Recon); and
- o Related NHTSA Regional and/or national summits and conferences.
- Managing Traffic Enforcement Programs (M-TEP)
- Pedestrian Enforcement Training
- Motorcycle Safety Training

#### Incentives & Recognition

**Maximum 20 Points** 

Rewards and recognition programs provide motivation to individuals and agencies and are important elements in recognizing efforts and letting people know that traffic safety is a priority in the community and the agency. Some recognition programs come from within an agency, such as rewarding officer that excel in DUI enforcement or seat belt enforcement. Other programs are conducted by the MHSO or other traffic safety organizations such as Mothers Against Drunk Driving.

Agencies must provide written evidence of their participation in both internal and external recognition programs, such as:

• **Saved by the Belt**, which recognizes motorists involved in traffic crashes that were saved from injury or death because they were wearing their seat belt. Even motorists who were not injured at all should be recognized if the crash dynamics show they would have been injured had they not buckled up.

- Maryland's DUI Awards, which are held every year and honor the best and the brightest officers Maryland has to offer with respect to DUI enforcement. Officer nominations are requested by the MHSO and documentation of nominations and awards should be included in your applications.
- **Smooth Operator Award**, typically given away each year to those officers that have demonstrated a commitment to preventing aggressive driving and speeding.

Letters of commendation, uniform pins or ribbons, plaques, etc. are examples of recognition, as are copies of certificates or other officer recognition.

#### Public Awareness Activities

**Maximum 60 Points** 

In this section, agencies should provide detailed information on efforts to promote the issues of occupant protection, impaired driving, speed enforcement, and traffic safety. Show your creativity in promoting your programs.

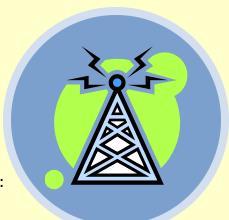
Public Awareness activities fall into two main categories – media-based activities (such as press releases or PSAs) and community outreach activities (such as employer fairs, town events, etc). Both types of activity are extremely important to the success of Maryland's traffic safety programs and LEAs are required to document how public awareness efforts were actively utilized to augment and highlight enforcement activities.

Points accumulated in these categories are awarded based upon your agency's commitment to promote occupant protection, aggressive driving prevention, and impaired driving prevention messages. This category will be scored based on an agency's non-enforcement participation in the following national and local Mobilizations and Crackdowns, as well as state-specific initiatives:

- Click it or Ticket;
- Smooth Operator;
- Checkpoint Strikeforce;
- Drunk Driving. Over the Limit. Under Arrest;
- Drunk and Drugged Driving Month;
- Maryland Remembers; and
- Local SoberRide and Tipsy?Taxi! Programs (where applicable).

Other examples of public awareness efforts include, but are not limited to:

- Issuing press releases and public announcements regarding Maryland's mobilizations;
- Recording public service announcements;
- Utilizing local cable outlets that are willing to host special enforcement programs;
- Appearing on local radio shows to promote traffic safety;
- Partnering with local newspapers for advertising;
- Distributing monthly traffic safety newsletters;
- Utilizing electronic media, such as websites, to post traffic safety messages and content;
- Participating in/hosting press events or other local public awareness activities that increase the community's awareness of traffic safety issues;



- Presentations or displays to community-based groups (i.e. businesses, schools, civic and religious groups, malls, etc.);
- Recruiting members of the faith community to participate in traffic safety initiatives (i.e. the Buckle Up Religiously program);
- Working with local high schools on teen driver safety issues;
- Participating in Maryland's Sobriety Checkpoint Dedication Program;
- Building partnerships during 3D Month in support of the Report Drunk Drivers campaign; or
- Partnering with local Community Traffic Safety Programs in Speed Management Workshops.

In short, this is an opportunity to use local community connections to broadcast Maryland's traffic safety messages. Each LEA will have its own capabilities but the important thing is to utilize those capabilities and to become involved with the community and the media as much as possible. Local CTSP Coordinators and the MHSO's Program Coordinators are available as public awareness resources for Maryland's LEAs. We encourage and urge cooperative efforts with other agencies, as many of these events already have been planned or are scheduled as part of an ongoing event.

Provide a narrative of your public information and education activities and of your efforts to publicize

highly visible enforcement throughout the year. Tell us what you have done and how you got the message out to the public.

Provide a list of activities conducted in support of special awareness weeks, i.e. the Click It or Ticket Mobilization campaign, 3-D Month, CPS Week, and/or other special events conducted during the year-long Maryland LEC Program.

Upon submission for the Maryland LEC, a LEA must provide copies of press releases, advisories, PSA scripts, newspaper or website articles, newsletters, photographs, proclamations, and/or printed material, i.e. posters, flyers or brochures.

If you submit a press release or letter to the editor and it was not published, include this information in your entry. You will receive credit for the attempt, even if the media did not use your submission.

**Please be mindful of the 1.5" binder restriction.** Condense photos as possible and only include material that is relevant to your LEAs activities.

#### Specialized Enforcement Activity

**Maximum 70 Points** 

This is one of the two most important sections in the entire LEC submission and it is intended t you're your agency's commitment to traffic enforcement during the required reporting areas, namely *Click it or Ticket, Smooth Operator*, and *Drunk Driving. Over the Limit, under Arrest / Checkpoint Strikeforce*.

Agencies are required to submit information for the time periods listed in the "Criteria" section on page five of this document. *Please note that citation and arrest data are requested for the 2010 reporting period, as well as the immediate two prior years.* 

Specifically, an agency must list <u>enforcement-related</u> operations conducted for the following periods:

- Occupant Protection from May 1 May 31, 2010. Agencies are required to submit information pertaining to the number of safety belt citations issued for this period.
- <u>Aggressive Driving</u> during the months of June, July, August and September, 2010; there are four specified *Smooth Operator* enforcement waves during these months (see page 5 for dates);
- <u>Impaired Driving</u> beginning in August 2010 and running through New Year's Day, during Maryland's high-visibility *Checkpoint Strikeforce* campaign. Agencies should document enforcement efforts, such as DUI activity around holidays, and other special enforcement operations.



The reporting of additional operations will strengthen the overall quality of a submission. It is strongly encouraged that agencies conduct cooperative, high visibility enforcement efforts (i.e. safety belt enforcement zones or integrated enforcement initiatives) and participate in activities outside of those listed as the minimum criteria.

The following section provides a suggested list of specialized enforcement activities:

- Occupant Protection Night time belt enforcement, safety belt checkpoints/enforcement zones, child safety seat checks.
- **Aggressive Driving** Night time enforcement, use of covert vehicles, aerial support and stop teams.
- **Impaired Driving** Phantom and happy hour checkpoints, border to border checkpoints, Cops in Shops, Shoulder taps, Party Dispersal, Extra Eyes, ACE patrols, multi-jurisdictional checkpoints. Points can also be awarded for participation in the following special mobilizations:
  - Super Bowl
  - St. Patrick's Day
  - Labor Day
  - Halloween
  - Thanksgiving
  - December Holidays
  - Multi-purpose Checkpoints (i.e. safety belt <u>and</u> impaired driving checkpoint)
  - High-visibility saturation patrols

Some important considerations for this section include:

- The number and type of enforcement operations conducted during required enforcement periods;
- A brief narrative concerning accomplishments during operations; and
- A narrative including relevant data related to other offenses (CDS, stolen vehicle recovery, weapons recovery, fugitives apprehended).

It is fully noted that not all agencies are equipped to conduct large-scale operations. Points will be awarded in this section based upon your agency's use of available resources. The numbers that are

reported in your agency's submission (arrests, citations, warnings, etc.) should be at least proportionate to the number of sworn personnel in the agency.

While your personnel may not conduct the actual enforcement component, service in these initiatives as a child safety seat technician, traffic monitor, or other valuable volunteer will be given credit if documented. For example, Project Extra Eyes utilizes volunteers to identify potential drunk drivers and participation in this example would garner credit for an agency.

#### Enforcement Strategy

**Maximum 70 Points** 

This section requires that an agency conduct some research into its overall level of effectiveness by comparing data (citations, arrests, etc.) with <u>at least</u> the previous year's numbers. A winning agency will

## **Questions to Ask...**

How did your agency contribute to the county/municipality safety belt use rate?

What was the change in aggressive driving citations issued by your agency?

Was there a significant change in DUI arrests and if so, why?

Did your agency utilize new methods or tactics to increase enforcement levels?

succinctly and effectively demonstrate how enforcement levels were increased, i.e. the number of actual enforcement operations and resulting citations, warnings and arrests, during the specified time periods. In addition, this section is a way for agency to document how it increased the *effectiveness* of a prior year's enforcement efforts.

At a minimum, address your traffic program's effectiveness in the following areas—change in safety belt use, change in the number of speed- and alcohol-related fatalities and injury crashes from previous years, and change in the total number of crashes from previous years. Your effectiveness documentation should also include results of some of your enforcement programs.

If factors limited your agency's operations, please explain these changes so that they may be considered during judging.

#### Bonus - Comprehensive Traffic Safety Program

**Maximum 25 Points** 

Agencies will have the opportunity to earn bonus points, awarded at a judge's discretion, for participating in Community Traffic Safety Program Task Forces, other local traffic safety-related organizations, and the MHSO's statewide task forces, including but not limited to the Impaired Driving Coalition, the Smooth Operator Task Force, and the Occupant Protection Task Force. For a full list of MHSO Task Forces and meeting dates, **please see Addendum 3**.

Innovative programs or new methods of data collection that were developed by an agency may be included from all traffic safety areas. Commercial Vehicle Enforcement, the use of New Technology, and the implementation of evaluation projects should be included here as well.

# **Police Agencies without Traffic Enforcement Responsibilities**

Across the State, police agencies that do not have specific responsibility to issue citations and make arrests can still play a vital role in traffic safety. Promoting public awareness, initiating educational activities, coordinating community outreach events and supporting agencies with enforcement responsibilities are all valuable endeavors that are rewarded through the Maryland LEC. Agencies that do not have traffic enforcement responsibilities are strongly encouraged to submit an application for a 2010 LEC award.

As non-enforcement based agencies will not typically be able to report activities in the Specialized Enforcement Activity and Enforcement Strategy sections, a modified breakdown of the categories which need to be reported upon, as well as adjustments to the possible point totals, has been provided. Only these sections are required to be submitted by a non-law enforcement based agency, and those are:

Policies -

Traffic Safety Training

Incentives & Recognition

Public Awareness Activities

Maximum 10 Points
Maximum 10 Points
Maximum 10 Points
Maximum 70 Points

100 Possible Points

Possible Points

<u>Plus</u>

Bonus – Comprehensive Traffic Safety Program Maximum 10 Points



The total number of points achievable for a non-enforcement based agency is 110 points – 100 regular points plus 10 possible bonus points, awarded at a judge's discretion. Criteria for each section of the report remain the same. Please refer to the descriptions previously provided for further details. As always, please contact your local CTSP Coordinator or the MHSO regarding possibilities for activities or other forms of participation.

# Recognition

Maryland will honor participants and winners of the LEC with a luncheon to be held in May 2011. Winners and runners-up in each category will receive plaques denoting their achievements and all agencies that participate are honored by way of perpetual plaques that hang in each agency.

In 2009, category winners were eligible for up to \$5,000 in grant funds to be used for traffic safety-related activities. Despite the uncertainty of budget conditions for 2010, the MHSO is committed to continuing this award dispersal, with possible alterations being made to the amounts for each winner and/or possible inclusion of a smaller award for a category's runner-up.

Press releases are provided to winning agencies and all participants are encouraged to show their achievement and commitment to traffic safety via websites and or other public announcements.

# Final Thoughts on the Maryland LEC...

Policing on Maryland's roadways and in its communities is the first and foremost concern for the Maryland LEC, and this program is a rewards mechanism for excellent work in the area of traffic safety. Agencies of all sizes participate, from those with four sworn personnel to those with more than a thousand sworn personnel.

Participating in the 2010 Maryland LEC requires commitment to tracking data and to accurately documenting efforts but it does not have to be a full-time job. Many coordinators set up tracking documents or handle specific portions of the application a little at a time, typically leading to success. If an agency does not win in its category, it does not constitute a failure of that agency - it is only indicative of the fact that another agency in your category may have done better or may have taken the time to provide more substantial details.

The MHSO and Maryland's CTSPs form a very valuable network, as do other local agencies and/or Challenge Coordinators. Challenge coordinators, and especially those being tasked with this responsibility for the first time, all need help from time to time. Ultimately, the goal is to increase safety on Maryland's roads and coordinators are strongly encouraged to ask questions and learn from one another's experiences.

Above all else, the MCPA, the MSA, and the MHSO value the contributions of all of Maryland's law enforcement agencies and each agency makes a tremendous difference in its community. Our motorists and our residents benefit every day from the lifesaving work done by our LEAs.

The MCPA, the MSA and the MHSO wish all of our enforcement partners the very best of luck during the 2010 Maryland LEC!

# For specific questions or concerns, please contact:

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#### CTSP COORDINATORS

#### Allegany County TBA

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# **NHTSA 2010 Communications Calendar**

# Occupant Protection - Impaired Driving - Motorcycles

		Jan	uary 2	2010					Fe <u>br</u>	uary 2	2010					Ma	rch 20	010		
S	M	Т	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	Т	F	S
					1	2		1	2	3	4	5	6		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
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Note: Calendar dates and themes are subject to change.

## February 1-8, 2010

**Super Bowl Sunday IMPAIRED DRIVING** 

Primary Message: Fans Don't Let Fans Drive Drunk

March 9 - 17, 2010

St. Patrick's Day IMPAIRED DRIVING

Primary Message: Buzzed Driving Is Drunk Driving

May 2010

**Motorcycle Safety Month** 

Primary Message: Motorists and Motorcycles Share the Road

May 24 - June 6, 2010

Click It or Ticket

**National Enforcement Mobilization** 

OCCUPANT PROTECTION

Primary Message: Click It or Ticket

June 20 - July 4, 2010

**Fourth of July IMPAIRED DRIVING** 

Primary Message:

Drunk Driving. Over the Limit. Under Arrest. Buzzed Driving Is Drunk Driving

**National Ride to Work Day** 

Primary Message: Motorists and Motorcycles Share the Road

August 20 - September 6, 2010

**Impaired Driving** 

**National Enforcement Crackdown** 

**IMPAIRED DRIVING** 

Primary Message: Drunk Driving. Over the Limit. Under Arrest.

September 19 - 25, 2010

**National Seat Check Saturday (September 25)** 

**CPS Week** 

OCCUPANT PROTECTION

Primary Message: 4 Steps for Kids

October 17 - 24, 2010

**National Teens Driver Safety Week** 

OCCUPANT PROTECTION Primary Message: Buckle Up America. Every Trip. Every Time.

October 25 - 31, 2010

Halloween

**IMPAIRED DRIVING** 

Primary Message: Buzzed Driving Is Drunk Driving

**Thanksgiving Holiday Travel** 

OCCUPANT PROTECTION

Primary Message: Buckle Up America. Every Trip. Every Time.

November 28 - December 11, 2010

**Holiday Season** 

IMPAIRED DRIVING

Primary Message: Buzzed Driving Is Drunk Driving

December 16, 2010 - January 2, 2011

**Holiday Season** 

**IMPAIRED DRIVING** 

Primary Message: Drunk Driving. Over the Limit. Under Arrest.



# 2010 MHSO TASK FORCE CALENDAR

# Impaired Driving Coalition (IDC) Judiciary and Webinar

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January 27 <sup>th</sup>	(Wednesday)	10am – 11am (Webinar: Conference Call)
April 21 <sup>st</sup>	(Wednesday)	10am – 12pm (Judiciary Edu. & Conf. Ctr.)
July 21 <sup>st</sup>	(Wednesday)	10am – 11am (Webinar: Conference Call)
October 6 <sup>th</sup>	(Wednesday)	10am – 12pm (Judiciary Edu. & Conf. Ctr.)

# Young Driver Task Force (YDTF) Judiciary and Webinar

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January 27 <sup>th</sup>	(Wednesday)	11am – 12pm (Webinar: Conference Call)
April 21 <sup>st</sup>	(Wednesday)	1pm – 3pm (Judiciary Edu. & Conf. Ctr.)
July 21st	(Wednesday)	11am – 12pm (Webinar: Conference Call)
October 6 <sup>th</sup>	(Wednesday)	1pm – 3pm (Judiciary Edu. & Conf. Ctr.)

# Motorcycle Task Force (MTF)

## Webinar

March 4 <sup>th</sup>	(Wednesday)	1pm – 3pm
August 12 <sup>th</sup>	(Wednesday)	1pm – 3pm

#### Webinar Pedestrian/Bicycle Task Force (PBTF)

March 11 <sup>th</sup>	(Wednesday)	1 pm – 3pm
August 19 <sup>th</sup>	(Wednesday)	1 pm – 3pm

# Smooth Operator Task Force (SOTF)

# \*Judiciary Education &

# Conf. Ctr.

May - TBD	(TBD)	9am – 12pm
November -TBD	(TBD)	9am – 12pm

# SAFE KIDS Coalition (SKC)

# Judiciary Education &

# Conf. Ctr.

March 9 <sup>th</sup>	(Tuesday)	9:30am – 12pm
June 1 <sup>st</sup>	(Tuesday)	9:30am – 12pm
September 14 <sup>th</sup>	(Tuesday)	9:30am – 12pm
December 7 <sup>th</sup>	(Tuesday)	9:30am – 12pm

# Occupant Protection Task Force (OPTF) Judiciary Education & Conf. Ctr.

June 1 <sup>st</sup>	(Tuesday)	1pm – 3pm
September 14 <sup>th</sup>	(Tuesday)	1pm – 3pm
December 7 <sup>th</sup>	(Tuesday)	1pm – 3pm

For more information, please call the Maryland Highway Safety Office at 410.787.4050.